



Hayling Billy, Hayling Island

Transport Statement Appendices

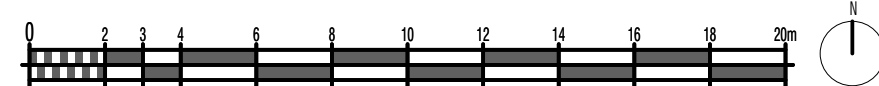
May 2016
McCarthy & Stone

 **paulbasham**
ASSOCIATES
www.paulbashamassociates.com



NOTES:

FOR PLANNING



CLIENT

McCarthy & Stone

TITLE

ELM GROVE, HAYLING ISLAND
PROPOSED SITE PLAN

HGP
ARCHITECTS

1329 283 225
1329 237 004
MAIL@HGP-ARCHITECTS.CO.UK
WWW.HGP-ARCHITECTS.CO.UK

Scale @ A1: 1/200
Date: © JANU

Drawn by : CK
Checked by : GG

Drawing No:
SO_2267_03_AC_010

Revision:



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dms. on site.

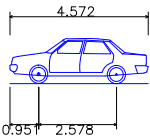
REVISIONS



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VEHICLE PROFILE



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to Lock Time	5.100m
Kerb to Kerb Turning Radius	



Project Name HAYLING BILLY HAYLING ISLAND		Title CAR PARK TRACKING	Paul Basham Associates Ltd Lancaster Court 8 Barnes Wallis Road Fareham Hampshire PO15 5TU T +44 (0) 1489 668134 E info@paulbashamassociates.com W www.paulbashamassociates.com	Client McCarthy & Stone The UK's leading retirement housebuilder	Checked By MS	Checked Date 06.05.16	Scale 1:200 (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By WF	Drawn Date 06.05.16	Client Drawing No.	PBA Drawing No. 034.0092.002	Revision

Calculation Reference: AUDIT-247601-160106-0128

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 285 to 720 (units: sqm)
 Range Selected by User: 112 to 1000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 25/05/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

A4

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

3 days

15,001 to 20,000

2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000

2 days

50,001 to 75,000

1 days

250,001 to 500,000

3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CW-06-C-01	PUB/RESTAURANT	CORNWALL
	FORE STREET		
	POOL		
	CAMBORNE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	285 sqm	
	Survey date: FRIDAY	21/09/07	Survey Type: MANUAL
2	EX-06-C-02	HARVESTER	ESSEX
	LONDON ROAD		
	STANWAY		
	COLCHESTER		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	08/11/13	Survey Type: MANUAL
3	HC-06-C-02	BEEFEATER	HAMPSHIRE
	BOURNEMOUTH ROAD		
	AMPFIELD		
	EASTLEIGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	16/11/07	Survey Type: MANUAL
4	NT-06-C-03	HARVESTER	NOTTINGHAMSHIRE
	CLIFTON LANE		
	WILFORD		
	NOTTINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
5	ST-06-C-01	HARVESTER	STAFFORDSHIRE
	STONE ROAD		
	TRENTAM		
	STOKE-ON-TRENT		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	720 sqm	
	Survey date: WEDNESDAY	23/10/13	Survey Type: MANUAL
6	TW-06-C-01	PUB/RESTAURANT	TYNE & WEAR
	WHICKHAM HIGHWAY		
	GATESHEAD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	6	459	0.617	6	459	0.617	6	459	1.234
11:00 - 12:00	6	459	1.996	6	459	0.581	6	459	2.577
12:00 - 13:00	6	459	3.956	6	459	1.924	6	459	5.880
13:00 - 14:00	6	459	2.868	6	459	2.940	6	459	5.808
14:00 - 15:00	6	459	1.416	6	459	3.013	6	459	4.429
15:00 - 16:00	6	459	1.597	6	459	2.105	6	459	3.702
16:00 - 17:00	6	459	2.904	6	459	1.525	6	459	4.429
17:00 - 18:00	6	459	4.174	6	459	2.795	6	459	6.969
18:00 - 19:00	6	459	4.537	6	459	3.557	6	459	8.094
19:00 - 20:00	6	459	4.319	6	459	4.029	6	459	8.348
20:00 - 21:00	6	459	2.069	6	459	3.557	6	459	5.626
21:00 - 22:00	6	459	0.980	6	459	2.541	6	459	3.521
22:00 - 23:00	6	459	0.581	6	459	1.996	6	459	2.577
23:00 - 24:00	6	459	0.327	6	459	1.488	6	459	1.815
Total Rates:			32.341			32.668			65.009

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 285 - 720 (units: sqm)
 Survey date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MCCARTHY AND STONE CATEGORY II FACT FILE (2008-2011) No. 15

Trip Generation

Surveys have been undertaken in April 2008 and May, June and July 2011 at several CATEGORY II developments that are well established or where the initially sales period is fully complete. It should be noted that survey staff were instructed to include in the traffic data any vehicle parked in the road outside the development, where the person(s) leaving the car entered the development.

Table 15.1 below shows the resulting traffic generation data:-

Table 15.1 Traffic Generation (Vehicle Movements per 12 hour day – 0700-1900)

Development	Date of Survey	No of Apartments	Vehicle Movements (12 Hr)	Generation per apartment
Faregrove Court, Fareham	Fri 4 April 2008	48	50 (0)	1.04
Charlwood Court, Torquay	Thurs 3 April 2008	39	78 (0)	2.0
Stevens Court, Winnersh	Wed 2 April 2008	34	67 (0)	1.97
Homelawn House, Bexhill on Sea	Tues 1 April 2008	81	159 (0)	1.96
Devereux Court, Woodford Green	Tues 1 March 2011	21	37 (2)	1.76
Chancellor Court, Chelmsford	Tues 1 March 2011	34	73 (0)	2.14
Hornbeam Crt, Guisely *	Tues 24 May 2011	39	46 (0)	1.18
Camsell Court, Framwellgate Moor, Durham	Mon 23 May 2011	48	67 (2)	1.4
Fairweather Crt, Darlington *	Mon 23 May 2011	45	63 (0)	1.4
Browning Court, Fenham, Newcastle	Tues 24 May 2011	36	52 (0)	1.44
Cwrt Beaufort, Swansea	Wed 6 July 2011	33	47 (0)	1.42
Jarvis Court, Brackley	Wed 29 June 2011	47	95 (4)	2.02
Atkinson Court , Cosham, Portsmouth	Tues 28 June 2011	46	69 (0)	1.5
Jubilee Court, Worthing	Tues 5 July 2011	60	113 (0)	1.88
Aiden's View, Clarkston, Glasgow	Mon 1 August 2011	45	76	1.69
Totals		656	1092 (6)	1.66

The bracketed figure is the number of heavy goods vehicles recorded as visiting the development.

** Parking permits issued*

This indicates that the average traffic generation for this form of development is 1.66 vehicle movements per apartment per 12 hour day. The range of these generation rates is significant, with the lowest being at Guiseley (1.18) and the highest at Chelmsford (2.14).

It may be of note that the lowest trip rate was at one of the developments where parking on the site was controlled by parking permits. The other development where permits have been issued also had a lower than average car ownership. However, at present the number of such developments that have been surveyed is too small to draw any significant conclusions from this.

Surveys at two developments (Atkinson Court, Cosham, Portsmouth and Jubilee Court, Worthing) were undertaken by video recorder over a full 24 hour period. At the Portsmouth site there were 10 vehicle movements between 7 p.m. and 7 a.m. At the Worthing development there were 4 such vehicle movements. These developments included a total of 106 apartments, giving a night (7 p.m. to 7 a.m.) trip rate of 0.13 vehicle movements per apartment.

The surveys allow the hourly distribution of trips to and from the development to be calculated. The results of the daily distribution are shown in Table 15.2, below.

Table 15.2 Hourly Distribution of Vehicle Movements (0700-1900)

Time Period	Arrivals%	Departures%
0700-0800	2.6	3.1
0800-0900	6.1	5.5
0900-1000	9.8	12.0
1000-1100	8.7	11.9
1100-1200	10.0	8.6
1200-1300	10.2	10.8
1300-1400	10.2	10.0
1400-1500	10.4	8.9
1500-1600	8.5	8.0
1600-1700	10.4	9.9
1700-1800	7.6	4.9
1800-1900	5.4	6.4
Totals	99.9	100

The hourly split for the “overnight” traffic movements, based on the video data for 2 developments, shows the following split.

Table 15.3 Hourly Distribution of Vehicle Movements (1900-0700)

Time Period	Arrivals%	Departures%
1900-2000	42.8	14.3
2000-2100	28.6	28.6
2100-2200	28.6	57.1
2200-0700	0	0
Totals	100	100

This shows that there is highly unlikely to be any significant level of vehicle movements at unsocial hours, such as between 10 p.m. and 7 a.m. and that the level of movements during the evening period is likely to be very low.

Table 15.4 below shows the resulting traffic generation data for residents, where it is possible to identify them. Vehicles that are present in the car park at the start of the survey are assumed to be residents. It should be noted that not all the surveys allowed this data to be obtained.

Table 15.4 Residents' Generation (Vehicle Movements per 12 hour day – 0700-1900)

Development	Date of Survey	No of Apartments	Vehicle Movements (12 Hr)	Generation per apartment
Charlwood Court, Torquay	Thurs 3 April 2008	39	11	0.28
Stevens Court, Wingersh	Wed 2 April 2008	34	18	0.53
Homelawn House, Bexhill on Sea	Tues 1 April 2008	81	49	0.62
Devereux Court, Woodford Green	Tues 1 March 2011	21	7	0.33
Chancellor Court, Chelmsford	Tues 1 March 2011	34	17	0.5
Hornbeam Crt, Guisely *	Tues 24 May 2011	39	23	0.59
Camsell Court, Framwellgate Moor, Durham	Mon 23 May 2011	48	21	0.44
Fairweather Crt, Darlington *	Mon 23 May 2011	45	10	0.21
Browning Court, Fenham, Newcastle	Tues 24 May 2011	36	19	0.53
Cwrt Beaufort, Swansea	Wed 6 July 2011	33	9	0.29
Jarvis Court, Brackley	Wed 29 June 2011	47	31	0.67
Aiden's View, Clarkston, Glasgow	Mon 1 August 2011	45	11	0.24
Totals		502	226	0.45

The resident trip rate at these developments has been found to be 0.45 vehicle movements per apartment per day. The corresponding visitor/staff generation is some 1.26 vehicle movements per day. This gives a total generation for these developments of 1.71. This is slightly higher than the average derived above for a larger number of developments. However, if we assume the same proportions of residents' and other trips, and apply these to the overall average trip rate, we would get 26.3% resident trips and 73.7% visitor and other trips. The resulting trip rates would then become:-

Resident trip rate:- 0.44 vehicle movements per 12 hour day

Visitor/staff/other trip rate:- 1.22 vehicle movements per 12 hour day

The surveys also noted the number of pedestrian, cycle, motorcycle, buggy and wheelchair trips generated. It should be noted, of course, that some of the pedestrian could please going to or from bus trips.

Table 15.4 Non Vehicle Mode Generation (Movements)

Development	Aps	Walk	Rate	Motor cycle	Rate	Cycle	Rate	Buggy	Rate	Wheel Chair	Rate
Faregrove Court, Fareham	48	106	2.2	0	0	0	0	0	0	0	0
Charlwood Court, Torquay	39	138	3.53	1	0.026	1	0.026	0	0	0	0
Stevens Court, Winnersh	34	22	0.65	0	0	2	0.059	0	0	0	0
Homelawn House, Bexhill on Sea	81	115	1.42	0	0	0	0	0	0	10	0.123
Hornbeam Crt, Guisely *	39	63	1.62	0	0	0	0	0	0	0	0
Camsell Court, Framwellgate Moor, Durham	48	34	0.71	0	0	0	0	0	0	0	0
Fairweather Crt, Darlington *	45	71	1.58	0	0	2	0.044	0	0	0	0
Browning Court, Fenham, Newcastle	36	51	1.42	0	0	4	0.11	0	0	0	0
Cwrt Beaufort, Swansea	33	4	0.12	0	0	0	0	0	0	0	0
Jarvis Court, Brackley	47	25	0.53	0	0	4	0.09	0	0	0	0
Atkinson Court , Cosham, Portsmouth	46	65	1.41	0	0	9	0.2	2	0.04	0	0
Jubilee Court, Worthing	60	104	1.73	0	0	3	0.05	0	0	0	0
Aiden's View, Clarkston, Glasgow	45	43	0.96	0	0	0	0	0	0	0	0
Totals/Average rates	601	841	1.4	1	0.0017	21	0.035	2	0.003	10	0.017

The average rate of walking movements per apartment are only slightly lower than that of the motor vehicle, at 1.4 pedestrian movements per apartment per day. It is emphasised that this is an average, and varies between developments. In addition, the weather of the day of the survey would be likely to influence these movements. The same comment would apply to trips made by bicycle, by buggy or in a wheelchair.